

Meeting Record

MPO Technical Committee Meeting
Thursday, March 20, 2003
Room 113, City County Building
Lincoln, Nebraska

MEMBERS AND OTHERS IN ATTENDANCE:

Allan Abbott, Randy Hoskins, (representing Roger Figard),
Virendra Singh, Brian Praeuner (representing Larry Worth -
Public Works/Utilities), Don Thomas (County Engineer), Ron
Schlautman (representing Steve McBeth), Eldon Poppe, Randy
Peters, Rich Ruby (NDOR), Jon Large (representing John Wood
- Airport Authority), and Rick Thoreson (Health Department),
Mark Wullschleger (Urban Development)

OTHERS:

Steve Burnham, John Snowdon, Peter Forsling (FHWA), Terry
Gibson, James Miller (NDOR), Kent Morgan, Duncan Ross
(Planning), Karl Fredrickson, Mike Brienzo, Karen Sieckmeyer
(Public Works/Utilities), Terry Genrich, (Parks), Tim Knott
(Friends of Wilderness Park), Tim Schroeder (Health)

STATED PURPOSE OF THE MEETING:

Technical Committee Meeting

Allan Abbott called the meeting to order and roll was taken.

Eldon Poppe introduced James Miller from the Department of Roads. James will be representing the Department of Roads in future meetings.

Agenda Item No. 1 - Review and action on the draft minutes of the September 26, 2002 Technical Committee Meeting

Don Thomas made a motion to approve the minutes, Singh seconded. Motion carried unanimously.

Agenda Item No. 2 - Staff briefing on the I-80 Widening project and construction schedule by the Nebraska Department of Roads.

Terry Gibson from the Nebraska Department of Roads gave an overview of the reconstruction of I-80 from Omaha to Lincoln and the schedule and impacts to the construction schedule. The project will include improvements to: capacity, pavement, side slope medians, wider shoulders, and also improve horizontal and vertical alignments to meet standards. In most cases, all cross roads and bridges will be replaced. There will be three lanes in each direction with 12' outside full depth concrete shoulders. In regard to the 14th Street bridge, NDOR will replace it and, in the future, when the four lane approaches are constructed, the state will construct a bridge along side of the existing bridge. Upon completion of the existing bridge, the state will replace it with another two span bridge. The City is currently looking at two separate structures. There will be four lanes on 14th Street and if the City is ready to build the four lane approach at 14th Street at the same time I-80 is under construction, the State will go ahead and construct the 14th Street bridge. If it is done in the future, it will be built with the same federal participation. Allan Abbott stated that they were using 20 or 25 year traffic projections to design the interstate, so what year traffic projections were they using for the City streets? Were they based on the most recent Comprehensive Plan? Terry said that most of the county roads were designed using existing condition projections not the projected traffic conditions. Allan said they

needed to use the most recent Comprehensive Plan projections, not the 1994 Plan. Allan said that he is assuming that the traffic projections in the Lincoln Comprehensive Plan were the figures that they used in determining what the width of the bridges across the interstate should be.

Arbor Road - Terry explained the reconstruction scheduled for that area. With this project they are impacting about half an acre of saline wetlands. NDOR is proposing to eliminate the under crossing at Arbor Road and construct an overpass over the interstate. When the interstate was built back in the 1960's, there was an existing railroad track and, as a result, the grade line of I-80 had to clear the railroad track which forced Arbor Road to go under. Since the railroad is abandoned, they are proposing eliminating two bridges and building Arbor Road over I-80 which allows them to lower the interstate grade line and improve the site distance. Mike Brienzo asked if there would be sufficient right-of-way to construct the planned for the four lane facility for Arbor Road? Terry said that they are designing it to the county standards which will not accommodate future traffic volumes. Mike noted that if the State does not provide sufficient right-of-way to construct the four lane facility, the City will need to do is to go back and follow a difficult EIS process. The State did not see that it was in their interest to provide the necessary right-of-way to meet the needs of projected traffic along Arbor Road. Allan mentioned that on the west side of 27th Street, we just installed some water and sewer lines for the development north of the interstate and west of 27th. He is hoping that this was all coordinated with the NDOR so they won't have to be moved. He will check to this out.

Terry continued to update the committee on the reconstruction of I-80 east of this location.

Marvin Krout stated that there were several issues he was concerned with regarding the wetlands and noise control. The City would like to review and comment on grading plans. If there is landscaping proposed along the right-of-way, there may be opportunities for the City to partner or do some things in the right-of-way or get adjacent developers to do that. If not, it is important for us to know at the design level where the grades are going to be and whether or not sites are going to be buffered from noise by those future grades. Also what can the City do in the right-of-way to make this as aesthetically pleasing. In the future, the City will be provided with plans with cross sections. Plan-in-hands notification and plans should be sent to other departments along with Public Works.

Eldon Poppe stated at this time, the NDOR Landscaping Program is on hold. They are not going to commit to the dollars that they have been for landscaping on freeways. Any landscaping recommendation or beautification will be a problem for the Department of Roads at this time. Normally the policy is not to do any landscaping until the project is completed and that is a few years down the road. Allan asked if it is just funding or has the Department of Roads decided to eliminate landscaping? Eldon is under the assumption that it is just funding.

Randy Peters said there is another element of concern and that is the Intelligent Transportation System. The City may be ahead of the Department of Roads in knowing their preference along the corridor. In the environmental document, they identified variable message signs at the two ends. Anything you have identified early in this project, the better we can coordinate it.

Item #3 - Review and action on two amendments to the FY 2002-2005 & 2006-2008 Transportation Improvement Program to use Recreational Trails Project finding.

a. Highway 2 Trail Connection

The first project Mike Brienzo talked about was the Highway 2 Trail Connection. This project is in the current Lincoln Lancaster Comprehensive Plan. The purpose of the amendment is to move ahead and take advantage of available Recreational Trails Program (RTP) funding. The trail is located on the North side of Highway 2 from Old Cheney to 56th Street. We need your approval to amend this Program so we can submit

it to the Officials Committee and then ask the State to include it in the State TIP.

Randy Hoskins said the funds from the RTP and the local sources do not add up. Mike said they will check into it and make the adjustments. Mike stated according to the State letter, the total cost is \$292,000 with \$141,990 in RTP funds.

There being no other questions, Allan entertained a motion for the Technical Committee to approve the recommendation with the corrected dollar figures. Virendra Singh made the motion, seconded by Ron Schlautman. Motion carried unanimously.

b. Salt Creek Levee Trail

This is a Lower Platte South NRD project. The purpose of this amendment is to add the Salt Creek Levee Trail Segment from “J” Street north to Haymarket Park and from “G” north one block and then east to 1st Street to FY 2002-2003 in the current TIP. This will allow the use of Recreational Trails Program (RTP) funds. The total cost is \$195,000 of which \$148,000 is from RTP funds and \$47,000 from local sources. The figures will also be adjusted.

There being no other questions, Allan entertained a motion for the Technical Committee to approve the recommendation with the corrected dollar figures. Don Thomas made the motion, seconded by Randy Peters. Motion carried unanimously.

Item No. 4 - Review and action on proposed amendments to the City of Lincoln and Lancaster County 2025 Long Range Transportation Plan (LRTP). Technical Committee recommendations will be forwarded to the Lincoln/Lancaster Planning Commission as in the Annual Comprehensive Plan Review.

a. Trails Plan Update

The purpose is to amend the Bicycle and Trails element of the Lincoln Lancaster County Comprehensive Plan. The recommendation is developed by staff working with the Pedestrian Bicycle Committee and going through the issues of future system alignments as well as connections to on-street bike routes. The recommendation includes identifying future trail grade separations to be considered as a system interfaces with an arterial system. Mike pointed out on the map there are two new categories. One category is to identify a future trail or on-street bike route system. These routes are to be determined at the time of project development. There are several locations where it is difficult to identify whether there is enough right-of-way in the corridor to provide the off-street trail system or difficult freeway crossing points. The other designation would be to preserve trails right-of-way. We have one corridor where we have trail easements that we want to preserve but runs parallel to the trail along 84th Street. We want to preserve that corridor for when North 84th Street is widened to six lanes. When this happens, that trail may have to be moved out of the 84th Street corridor.

The overall Plan review did look at the existing system; providing trails to the new trail system; and adding grade separations crossings. The recommendation does include wording to be added to the trails plan that would indicate that grade separated crossings are to be considered in conjunction with all new and reconstructed transportation projects where a trail and arterial street intersects that does not coincide with an arterial/arterial street crossings. We are recommending approval of the new trails map as well as the wording recommended to the Planning Commission for public hearing and their recommendation will go to the City Council and County Board for adoption. The final step is acceptance by the MPO Officials Committee and inclusion in the *Metropolitan Transportation Plan*.

Questions were asked and discussion was held concerning ‘trail routes to be determined’. Allan stated that

it is not clear if this means there is to be a trail in that corridor and we just need to determine if it is 50-feet on one side or the other or do we need to determine if there is actually a trail at that location. It was decided that the report should say 'Trails Location or Bike Route to be Determined' and change the triangle on the map for potential future grade separation to match this designation. The other legend to be changed will be location to be determined as opposed to route.

Mike agreed to revise the legends for the report to read 'Trails Location or Bike Route to be Determined. Anything that is cross hatched on the map is 'location to be determined' and on an overpass will indicate the same.

Marvin Krout wanted additional discussion on the integration of the county trail concepts on the urban trail map. The thought was to better show these systems in the plan. Mike responded to this by suggesting that we begin with a few work sessions with the Pedestrian Bicycle Subcommittee on Trails Planning to see what the issues may be.

A motion was made by Randy Peters to accept the Trails Plan with legend corrections mentioned above, seconded by Krout. Motion carried unanimously.

b. Federal Functional Classification Update

Mike did an overview of the transportation amendment to amend the existing and future functional classification maps. The purpose of these adjustments is to accommodate the Census Urban Area Boundary and Adjusted Urban Area Boundary, and to bring the functional classifications into line with the Federal gridlines. Staff worked with the City Departments, the County and the Nebraska Department of Roads (NDOR) in coordinating the roadway classifications. The primary object is to develop a single functional classification structure that works for operations planning at the local, State and Federal levels.

Mike handed out the Functional Classification Summary which has the miles in the system based on classifications; the percent of the total miles and the recommended range by the Federal Highway Administration. He then went over the statistics with the committee. (attached)

Randy Peters asked if it is most of the boundaries that have changed and not the roads themselves that have changed classifications? Mike said both the Urban Area Boundary and the roadway classifications have changes. The changes were relatively minor with most changes moving from a rural to an urban classification. Mike referred to 'Attachment A' in the report to show the specifics of the changes.

Eldon Poppe made a motion to approve the Federal Functional Classification Plan. seconded by Peters. Motion carried unanimously.

Item #5 FTA/FHWA Final Report on the Lincoln MPO Transportation Planning Review.

Mike went over the FTA/FHWA Final Report on the MPO Transportation Planning review. The plan review was conducted on August 15, 2002, and we received a draft at the end of 2002. We responded with the corrected steps to the report. We received the final report on January 28, 2003.

Steve Burnham said the FHWA were careful to call these recommended improvements and not deficiencies. There were no other questions or concerns and no action was taken at this time for this agenda item.

Item #6 - Other topics for discussion.

Rick Thoreson of the Health Department would like to form a new Comprehensive Noise Study that would

be City wide. It was mentioned today about the widening of Interstate 80 and the noise issues were mentioned. There is a lot of undeveloped area adjacent to the Interstate. The Health Department does not want to see any residential development close to the Interstate. The last study was done in 1983-84. The Health Department realizes that the City has grown quite a bit since then. Rick wondered if the Department of Roads would have a LDN sound monitor. If so, could the Health Department borrow it. They would like to participate in the study but also see if there is any funding available to do an extensive study.

Randy Peters would like to cooperate with that project study and Art Yonkey of Project Development would be the contact to see if the Department of Roads has the type of equipment that the Health Department would need.

April 17, 2003, was discussed as the next meeting date for this committee.

Meeting was adjourned at 3:30 p.m.

**Functional Classification
Summary
Urban Area Functional
Classification Statistics**

March 11, 2003

Functional Classification	Urban Area Miles	Percent of Total	FHWA Range
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Existing Classified System

Estimated Urban Area System Miles	1245.00		
Interstate & Expressway	17.30	1.4%	
Principal Arterial	76.80	6.2%	
Interstate/Expressway plus Principal	94.10	7.6%	5 - 10%
Minor Arterial	229.00	18.4%	
Principal plus Minor Arterials	323.10	26.0%	15 - 25%
Urban Collector	64.60	5.2%	5 - 10%
Total Classified Roads	387.70		
Unclassified	857.3	48.4%	65 - 80%

Future Classified System

Estimated Urban Area System Miles	1770.70	(500 miles of residential streets added)	
Interstate & Expressway	17.30	1.0%	
Principal Arterial	122.80	6.9%	
Interstate/Expressway plus Principal	140.10	7.9%	5 - 10%
Minor Arterial	216.10	12.2%	
Principal plus Minor Arterials	356.20	20.1%	15 - 25%
Urban Collector	57.20	3.2%	5 - 10%
Unclassified *	1357.3	76.7%	65 - 80%

Note: Unclassified Streets calculated for this figure only include existing streets. As new growth areas are urbanized, additional miles of residential streets will be added to the total. An estimated 500 miles of new residential roadway has been added to the future classified system to account for future growth.